

CLAIMS

1. Crankshaft arrangement for a windshield wiper system, in which a shaft (10) is connected to a crank (12) so as to drive the shaft, characterized in that the crank (12) is connected to the shaft (10) via a structural part (16).
2. Crankshaft arrangement according to Claim 1, characterized in that the structural part (16) projects with its first fore part (24) into a bore hole (14) of the crank (12).
3. Crankshaft arrangement according to Claim 1, characterized in that the structural part (16) features, on its second fore part (26), a crosspiece (30) for support on a counter bearing.
4. Crankshaft arrangement according to Claim 3, characterized in that the crosspiece (30) forms a base of a sleeve (34) extending away from the first and second fore parts (24, 26) in the axial direction (38).
5. Crankshaft arrangement according to Claim 1, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.
6. Crankshaft arrangement according to Claim 1, characterized in that the structural part (16) has a cylindrical outer wall (20).
7. Crankshaft arrangement according to Claim 2, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).
8. Crankshaft arrangement according to Claim 2, characterized in that the structural part (16) has, on its first fore part (24), an edge (28) that can be folded over to the outside in the radial direction.
9. Crankshaft arrangement according to Claim 1, characterized in that the shaft (10) has, on its end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).

10. Structural part for a crankshaft arrangement for connecting a crank (12) to a shaft (10), characterized in that a sleeve (18) features a crosspiece (30) on one fore part (26).
11. Structural part according to Claim 10, characterized in that the sleeve (18) has, on a fore part (24) opposite from the one fore part (26), an edge (28) that can be folded over to the outside in the radial direction.
12. Structural part according to Claim 10 characterized in that the crosspiece (30) forms a base (32) of a sleeve (34) extending away from the fore parts (24, 26) in the axial direction (38).
13. Crankshaft arrangement according to Claim 2, characterized in that the structural part (16) features, on its second fore part (26), a crosspiece (30) for support on a counter bearing.
14. Crankshaft arrangement according to Claim 13, characterized in that the crosspiece (30) forms a base of a sleeve (34) extending away from the first and second fore parts (24, 26) in the axial direction (38).
15. Crankshaft arrangement according to Claim 14, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.
16. Crankshaft arrangement according to Claim 15, characterized in that the structural part (16) has a cylindrical outer wall (20).
17. Crankshaft arrangement according to Claim 16, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).
18. Crankshaft arrangement according to Claim 17, characterized in that the structural part (16) has, on its first fore part (24), an edge (28) that can be folded over to the outside in the radial direction.
19. Crankshaft arrangement according to Claim 18, characterized in that the shaft (10) has, on its end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).